

## Glossary of Funding Source Terms

### **Open Container Law**

Removes restrictions on three percent of federal highway funding (\$13.6 million in 2003); funding had to be spent on safety improvements.

### **GARVEE Bonds**

Borrowing against expected federal highway funds

### **Asset Management Contracts**

Private firms manage highway maintenance: signs, lane striping, snow removal, etc. They do not include resurfacing, lane additions, major construction

### **Partnering for Economic Development and Acquiring Land (PEDAL)**

Local government and private groups contribute to funding state highways. Includes right-of-way grants, property tax contributions, tax increment financing

### **Tax Increment Financing**

Local government can use TIF financing to contribute to state highway projects

### **Increase Special Vehicle Permitting Fees**

Charge more for overweight and oversize vehicles

### **Development Impact Fees**

Charge new development for traffic generated on state highways; includes impact by trucks delivering goods to stores and warehouses

### **Charge Commercial Vehicles for Damage and Deprived Use of Highways**

Wrecked or broken down vehicles pay INDOT for lane rental.

### **Weigh in Motion (WIM) Sensors in Highway for Enforcement or ESAL Based Tolls**

Charges trucks for damage they cause to highway instead of weight. Greatly improves ability to catch overweight trucks. Extends road life by reducing damage caused by heavy trucks.

### **Dynamic Message Sign Sponsorship**

Groups pay to sponsor traffic information signs on interstates

### **Billboard Fees**

Billboard owners pay annual fee based on traffic volume.